

WEATHER FORECAST.
Rain to-day and to-morrow; south
winds, shifting to west and northwest.
Highest temperature yesterday, 70; lowest, 54.
Detailed weather reports on editorial page.

The Sun.

IT SHINES FOR ALL

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HAWKER PROBABLY IS LOST IN THE ATLANTIC; OFFICIALS DENY FINDING PLANE OFF COAST; TOWERS BRINGS THE NC-3 TO PONTA DELGADA; NC-4 STARTS TO-DAY ON FLIGHT TO PORTUGAL

FLAGSHIP RUNS ON SEA TO PORT ON HER ENGINES

Towers and His Crew Spent
Sixty Hours on Water
After Flight.

LEADS READ BY 150 MILES

Commander of Fleet Expects
to Resume Flight When
His Men Are Rested.

WASHINGTON, May 19.—The naval seaplane NC-4, commanded by Lieut. Commander A. C. Read, will leave the port of Ponta Delgada, on the island of Fayal, tomorrow morning at 7 o'clock Greenwich mean time, which corresponds to 3 A. M. Washington time, on the last leg of the flight to the shores of Europe. This is stated in a cablegram to the Navy Department from Rear Admiral Jackson at Ponta Delgada, which adds the usual "weather permitting."

A stop will be made at Ponta Delgada, the message adds. The early time at which Commander Read will start, however, indicates that he is planning merely to take on more gasoline at Ponta Delgada and go on to Portugal, in the opinion of naval officers here.

The missing NC-3, flagship of the transatlantic expedition, the seaplane for which battleships and destroyers have been combing the rough, fog shrouded seas around the Azores for three days and two nights, came roaring along on the surface under her own power into the harbor of Ponta Delgada this afternoon.

That she was sunk with all hands to the heavy seas had been the unspoken fear which beset anxious but hopeful navy men. But she had only lost her way, some 300 miles from Corvo, the nearest land. She came triumphantly into anchorage, after six hours of silence, some 450 miles nearer her objective—the coast of Europe.

The machine was sighted about seven miles out from the island of San Miguel, on which the port of Ponta Delgada, the jumping off place for Portugal, is located. Obviously she had had a rough time in that sixty hours, for she was on the water instead of in the air, but she headed straight for the breakwater and the motors driving her—how many in the four were in operation is not known here—sent her skimming along at a brisk and businesslike clip.

Hoarded Her Gasoline.
Most of her three days and two nights of absence have been upon the rough surface of the water, for otherwise she would be a drifting derelict, with gasoline exhausted, wireless useless, and motors silent. Probably she rode out the storm and gale heading into the wind which blew her north and east, but in all the fury of the storm—a fury which smashed the wings and opened the hull of the NC-1 in a scant five hours upon the water—the five men aboard her—picked men of the picked naval air service—kept her afloat and hoarded gasoline.

Commander Towers and his men strained no doubt to the breaking point by their long unsleeping vigilance since Friday night, when she first rose into the air at Trepassay, hurried aboard the Melville, supply ship at this point. Skilled mechanics and spare parts in plenty are at the command of Towers as he had planned they would be, in just such an emergency when he arranged the details of the hazardous undertaking—how hazardous probably only he and his few advisers who studied the question most closely know—weeks ago in Washington.

Likely to Resume Flight.

Those who were with Commander Towers on his flagship during the long flight and the longer, more anxious time upon the raging sea were Commander H. S. Richardson, Construction Corps, U. S. N., one of the several designers of the NC type of seaplane, and Lieut. D. H. McCullough, U. S. N. R. F., who

Continued on Second Page.

Harry Hawker and Plane in Which He Is Believed to Have Perished on Transatlantic Flight.

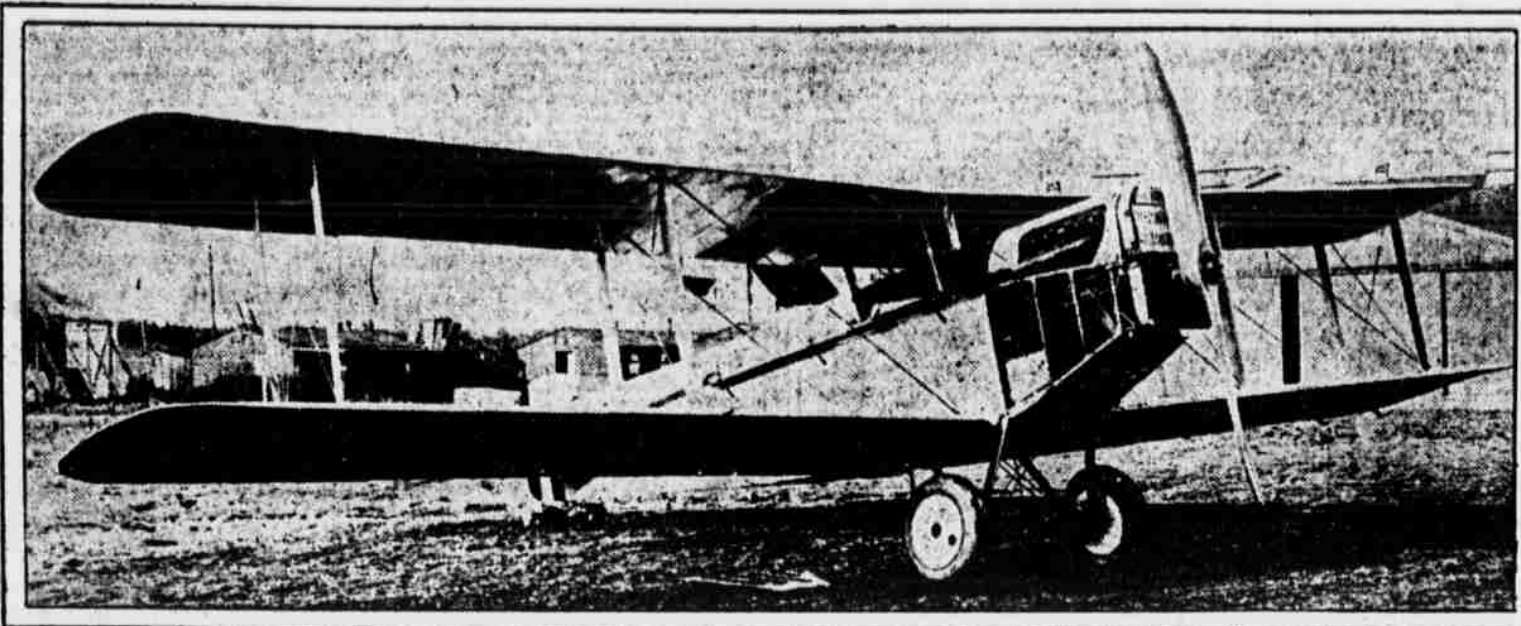


PHOTO © UNDERWOOD & UNDERWOOD



The photograph of the Sopwith biplane shows the landing wheels which were detached by the Australian aviator when he and Commander Grieve of the British navy took the air at St. John's, N. F., Sunday afternoon. The machine at all times was helpless on the water.

Story That He Was Forty
Miles From Mouth of
Shannon Unverified.

MANY OTHER RUMORS

Parliament Informed That
Government Has No News
of Australian.

POSSIBILITY OF RESCUE

Bulk of Reports Are That
Aviator Was Seen Within
100 Miles of Goal.

LONDON, May 19.—Harry G. Hawker, the Australian aviator, who gamely flew from St. John's, Newfoundland, in a single motored Sopwith airplane aiming at the coast of Ireland in a desperate attempt to be the first man to fly across the Atlantic, has failed. That much is certain, for the reason that his plane cannot still be in the air, and it has not arrived in Ireland or England. It must be down in the Atlantic.

But where it fell and whether the aviator and his navigator, Lieut. Commander Mackenzie Grieve of the British Navy, were killed or have been rescued is a matter of doubt after a day of strain and anxiety.

There were rumors a plenty. The bulk of them, if there is any truth in them at all, indicate that Hawker fell almost in sight of his goal after a most wonderful flight of 2,000 miles.

News Doubtful by Admiralty.

One report was that his machine had been found in the sea forty miles off Loop Head, at the mouth of the river Shannon. Nothing was said about the aviators. This report was denied later by the Admiralty, which received a notification from the Admiralty at the base at Queenstown that the report that Hawker's machine had fallen at sea west of the Shannon River was "considered unreliable."

Another report sent out by the Central News was that Hawker dropped into the sea thirty miles from Valentia, off the west coast of County Kerry and south of Dingle Bay. This report stated that the pilot was safe, although nothing was added concerning his navigator. Later dispatches tended strongly to discredit this information.

A despatch to the Exchange Telegraph from Londonderry, Ireland, reporting Hawker as missing says that destroyers have been ordered to sea to search for him.

Lieut.-Col. Leslie Orme Wilson stated in the House of Commons on behalf of the Government that the British Government at 9:15 o'clock this evening had no information whatever concerning the fate of Hawker.

Another wireless message quoted by the Exchange Telegraph Company as received at Limerick during the day was to the effect that Hawker's plane was seen in the air 400 miles off the Irish coast. The machine appeared to be travelling in perfect safety.

Sopwith Reports Conflicting.

At Brooklands, where representatives of the Sopwith Airplane Company, by which concern Hawker was employed as a test pilot, gathered, the manager of the concern stated he had received a report at 5 o'clock this afternoon that Hawker was 150 miles off Ireland at 4 P. M. This was preceded by a report that Hawker was 500 miles from Ireland at 3 P. M. One or the other of the reports must necessarily be inaccurate.

The Air Ministry announced shortly before 5 o'clock that it had no confirmation of the report that Hawker was off Ireland at 4 in the afternoon. At various times during the day came reports that Hawker had been sighted at various points off the Irish coast and soon would land. Brooklands particularly received many of these reports, for it was here that Hawker had declared that he would land. A great crowd came to the field, and among them was Mrs. Hawker, the pilot's wife, who asserted her confidence that her husband would win out long hours after he was due.

During the long wait, first in daylight, then in dusk and at last in black night, Mrs. Hawker retained her composure, reiterating her faith in her husband's skill. When 9 o'clock came and brought with it no definite word

LODGE'S ACTION ANGERS BORAH

With Johnson, Refuses to
Take Place on Committee on
Committees in Senate.

LIBERAL SLATE IGNORED

Kenyon and Jones Passed Over
for Reasons That Seem to
Be In Dispute.

Special Despatch to The Sun.

WASHINGTON, May 19.—Although the formalities of the opening session of a new Congress occupied only an hour with routine transactions so far as the Senate was concerned and harmony was everywhere in evidence, trouble started within five minutes after adjournment, when Senator Lodge (Mass.), Republican leader, announced his selections for the Committee on Committees.

Early last week at a conference of the Liberal Republicans it was agreed to ask that two of their number should be placed on the Committee on Committees, and that they be Senators Jones (Wash.) and Kenyon (Iowa). Mr. Lodge was delegated to inform Mr. Lodge of these selections. It was tacitly understood that these two would be named, but when Senator Lodge announced his list to-day neither Jones nor Kenyon was on it. Instead the Committee on Committees was: Brandegee (Conn.) chairman; Borah (Idaho), Sterling (S. D.), Curtis (Kan.), Watson (Ind.), Harding (Ohio), Calder (N. Y.), Johnson (Cal.), Knox (Pa.), Senators Borah and Johnson had been substituted for Jones and Kenyon on behalf of the Liberal group.

Two theories were advanced for the change, one being that Borah and Johnson being more unqualified in opposition to the League of Nations had been named on the Committee on Committees, which nominates the Senate committees, to insure that the Foreign Relations Committee should have no weak spots as concerned that proposition.

The other view was that Senator Borah was expected to modify his antagonism to Senator Penrose (Pa.) for chairman of the Finance Committee if Borah was made a member of the Committee on Committees. Neither of these reasons was acceptable to the Liberals. They did not believe Senator

Continued on Fourth Page.

Boys Get Cartons Now
and Send Back Thanks

SERGEANT HARRY F. PIN-
ARD, superintendent of rail-
heads at Souilly, France, writes
to a donor of the smoke fund
and gives reminiscences of the
days when a "butt" was eagerly
sought for. His letter and those
of several thankful soldiers in
Germany are printed on page 7.
The grand total of the fund
stands to-day at \$437,450.24, a
good figure to add to.

WARNING! THE SUN TO-
BACCO FUND has no connection
with any other fund, organiza-
tion or publication. It employs
no agents or solicitors.

Foch Maps His Plan to Act if Germany Balks

PARIS, May 19.—Marshal
Foch laid before the Council
of Four to-day his plan for mili-
tary operations that are to be
put into effect in case the Ger-
man plenipotentiaries decline to
sign the peace treaty.

After the conference between
Marshal Foch and the Council
of Four, President Wilson had a
talk with Gen. Pershing. It be-
came known later that Gen.
Pershing's visit to London may
be postponed to await develop-
ments.

339TH INFANTRY IS TO QUIT ARCHANGEL

Regiment, Some of Whose
Men Mutinied, to Return.

By the Associated Press.

ARCHANGEL, May 18 (delayed).—Ar-
rangements are under way to begin
the transportation to England of the 339th
American Infantry within ten days
time.

The battalion of the Thirteenth En-
gineers on the Archangel front and the
railroad troops on the Murman front
will be the last American forces with-
drawn from Russia, according to the
present plans.

Special Despatch to The Sun.

WASHINGTON, May 19.—Withdrawal
of the 339th Regiment of Infantry is in
fulfillment of the promise made by the
President that these soldiers—Michigan
and Wisconsin drafted men—would be
brought out of Arctic Russia just as
soon as weather permitted.

The battalion of the Thirteenth En-
gineers on the Archangel front and the
railroad troops on the Murman front
will be the last American forces with-
drawn from Russia, according to the
present plans.

Special Despatch to The Sun.

WASHINGTON, May 19.—Lieut.
Charles L. Ostridge of Reading, Pa., and
Quartermaster Herbert Hartenstine of
Watertown are believed to have lost
their lives today when a naval seaplane
fell into the ocean off Orleans. Mem-
bers of the Orleans Coast Guard crew
and others who went out from the air
station here could be seen through
glasses several hours after the accident
apparently working over the men with
a pulmotor, and officials still entertained
hope that they might be alive.

Ensign Everett P. Welsh, a third
member of the seaplane crew, was re-
scued by another machine and brought to
the station hospital in a serious condi-
tion.

The men were making a practice
flight and observers said the machine
apparently went into a tail spin.

SECRET TERMS DEFENDED.

Bonar Law Says Allies Are in
Agreement.

London, May 19.—In reply to a ques-
tion in the House of Commons to-day,
Andrew Bonar Law, Government spokes-
man, said that the Council of Four,
for reasons which could not be disclosed,
considered the publication in full of the
peace terms undesirable, and a similar
course was being followed in the allied
Parliaments.

The decision equally applied to the
financial clauses relating to reparation.
The subject would be considered after
May 22.

Wooden Ships Allocated.

WASHINGTON, May 19.—In the alloca-
tion of wooden ships to-day, the Ship-
ping Board gave seven to Baltimore, two
to Philadelphia, one to Havana, three to
New York and divided sixteen among
Southern ports.

ALLIES ANSWER GERMANS' NOTE

"No Intention to Destroy
Economic Life," Says Reply
to Complaint.

FAIR TREATMENT SHOWN

Loss of Merchant Marine Is
Called Equalization of
War Toll.

By the Associated Press.

PARIS, May 19.—A reply by the allied
and associated Governments to the
German note protesting against the
economic terms of the peace treaty as
being calculated to cause the industrial
ruin of Germany has been delivered to
the German plenipotentiaries.

The reply is under eleven heads, and
answers each German contention. It
declares that the allied and associated
Governments in framing the economic
terms "had no intention to destroy
Germany's economic life."

On the contrary, the report points out
that in the reconstruction of the world's
affairs Germany will have her part in
the progressive development but also
will share with the rest of the world in
the economic losses and disadvantages
inevitably resulting from the war.

The reply declares the German note
fails to take into consideration the fact
that the disarmament of Germany and
the end of militarism will relieve the
German people of an immense burden of
taxation and return to the ranks of use-
ful production millions of men formerly
in the army who have been entirely
withdrawn from industrial or agricul-
tural activity.

The reply also makes an emphatic
rejoinder to the German complaint that
the loss of the German merchant mar-
ine will throw out of work thousands
of German merchant seamen. The
Allies' answer is that the destruction of
merchant ships, chiefly by German sub-
marines, has had the unfortunate effect
of limiting the opportunities for work
of seamen throughout the world. The
allied Powers being the greatest suffer-
ers. It adds that there clearly is
no reason why Germany should be ex-
empted from its share of the economic
disadvantages growing out of this de-
struction of merchant ships.

The reply on the economic objections
is regarded as one of the best docu-
ments in the exchange of notes. Many
persons attribute it to President Wil-
son.

PLAN IS TO MAKE
FIUME FREE PORT

Council Said to Have Reached
Agreement.

PARIS, May 19.—It is asserted by the
newspapers that the Council of Four
will decide to internationalize the city of
Fiume because no other arrangement
could be accepted by both Italy and
Yugo-Slavia.

Viscount Milner, the British Minister
for the Colonies, will preside this week
at the meetings of the commission ap-
pointed by the Peace Conference to ex-
amine the Italian colonial claims. Henri
Simon, the French Colonial Minister, and
Signor Crespi of the Italian delegation
also are members of the commission.

Jose Marti Tablet Unveiled.

HAVANA, May 19.—The bronze tablet
in honor of Jose Marti, the Cuban lib-
erator, offered by Uruguay, was unveiled
to-day. Cuban veterans, headed by
President Menocal, occupied the posi-
tion of honor.

ALLIES EXPECT EARLY REPLY

Counter Treaty From Ger-
many Is Expected by
Thursday.

PEACE DEMAND GROWS

Delegates Will Be "Massacred"
If They Fail to Sign, Says
Chancellor.

By LAURENCE HILLS.

Staff Correspondent of The Sun.

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PARIS, May 19.—The Allies expect to
know fairly definitely within the next
forty-eight hours whether the Ger-
mans intend to sign the peace treaty.
It is believed their policy was fully
determined at the German conferences
at Spa, which were attended by Count
von Brockdorff-Rantzau, head of the
delegation. The Count has returned to
Versailles, accompanied by Max von
Wassermann, one of the managers of
the Reichsbank.

Even if the Germans have decided
to sign ultimately it is not believed
here that they will do so before June
5 at the earliest, as they probably
will put in a counter treaty Thursday.

This will require a week or longer for
the Allies to answer, after which they
will fix a date for a definite yes or no.

The allied answer to the German
economic notes refuses any change in
this clause, and denies that the Ger-
mans are unable to support their popu-
lation, as they contend. The notes
point out, also, that the German ship-
ping losses comprise a burden which
the nation must bear as a penalty for
the submarine ravages which caused
unemployment for thousands of allied
seamen.

The note reaffirms the allied inten-
tion of standing firm, yet disclaims
any intention to destroy Germany in-
tegrally.

Continued on Fourth Page.

WILSON MAY START HOME FROM ANTWERP

Belgians Say Harbor Is Deep
Enough for His Ship.

By the Associated Press.

PARIS, May 19.—The question of
President Wilson sailing home from
Antwerp is under consideration
again. It was the first plan that he
should visit Brussels and then proceed
to Antwerp to board the liner George
Washington, but the naval authorities
said Antwerp harbor was not deep
enough to accommodate the vessel.

This brought to Paris a delegation
from Belgium which asserts that Ant-
werp's harbor was of a depth ample
for the George Washington. The ques-
tion is being examined into again and
if it is found that the harbor is ade-
quate for the draft of the President's
vessel the trip to Brussels will be de-
ferred until a stop can be made there on
the way to Antwerp for the homeward
voyage.

Should sailing from Antwerp or Ox-
ford not be feasible, President Wilson
may visit Brussels as soon as the
plans of the German peace delegates
become clear. The exact time for the
visit has not been fixed.

It is said in high quarters in Paris
that reports that it is President Wil-
son's intention to sail June 8 are not
warranted, as no determination has yet
been reached, all depending on the time
of the signing of the peace treaty.

BILL TO AMEND CONSTITUTION.

Griffin Favors All Changes by Popu-
lar Vote, Not by Legislatures.

Special Despatch to The Sun.

WASHINGTON, May 19.—An amend-
ment to the federal constitution pro-
viding that all constitutional amend-
ments be submitted directly to the peo-
ple of the several States instead of to
the legislatures is proposed in a resolu-
tion introduced in the House to-day by
Representative Griffin (New York). In
explaining the measure Mr. Griffin said
there was a widespread conviction that
with respect to the prohibition amend-
ment "the votes of the respective
legislatures did not properly express the
popular will."

Remember VENUS PENCILS.
Remember VENUS PENCILS.—44c.

LONDON LAUDS U. S. AIR FEAT

Press Calls Azores Success
"Performance Any Nation
Might Be Proud Of."

By the Associated Press.

LONDON, May 19.—The start of Harry
G. Hawker across the Atlantic in his
biplane has precedence in this morn-
ing's newspapers in their news col-
umns over the achievement of the
American naval aviators in reaching
the Azores, but all available news re-
garding the American flight is printed
prominently. Some of the newspapers
contain editorial comment on the
Azores success, giving the Americans
unreserved praise. "It was a splendid
performance, of which any nation
might well be proud," says the Daily
Mail, for instance.

There is likewise some rueful com-
ment by the press upon the organized
naval aid given to the American aviators
which is contrasted with the apparent
indifference of the British Air Ministry
to the plans of the British aviators. If
the Ministry had bestirred itself, says
one commentator, the British might now
be celebrating a triumph instead of con-
gratulating the Americans.

At the Air Ministry the action of the
Daily Mail in offering a prize for the
transatlantic flight was given official vin-
dication, it being pointed out that the
policy of the Ministry throughout has
been to foster the enterprise of the avia-
tion companies.

"Had no prize been offered," said one
official, "the Air Ministry would have
undertaken the flight months ago. We
have airplanes, seaplanes and men ca-
pable of making the trip, but at the re-
quest of the aeronautical trade the Min-
istry stood aside to give the commercial
firms a free hand. It is quite possible
that within a few weeks any loss of
prestige will have been more than re-
gained."

RIGA OCCUPIED BY LETTS.

Have Executed Most of Bolshevik
Commissioners.

COPENHAGEN, May 19.—Lettish
guards have occupied Riga and have
executed the most of the Bolshevik
commissioners there, according to an
announcement made by the Lettish in-
formation bureau here.